

# IDAHO STATE HIGHWAY SYSTEM

## ROUTES DESIGNATED FOR EXTRA-LENGTH COMBINATIONS



MAY 2003

### REGULATIONS OF THE IDAHO TRANSPORTATION BOARD

All extra-length vehicle combinations shall be controlled by special permit issued to the power unit and shall be subject to the requirements and conditions of Chapter 22 published on the reverse side of this map.

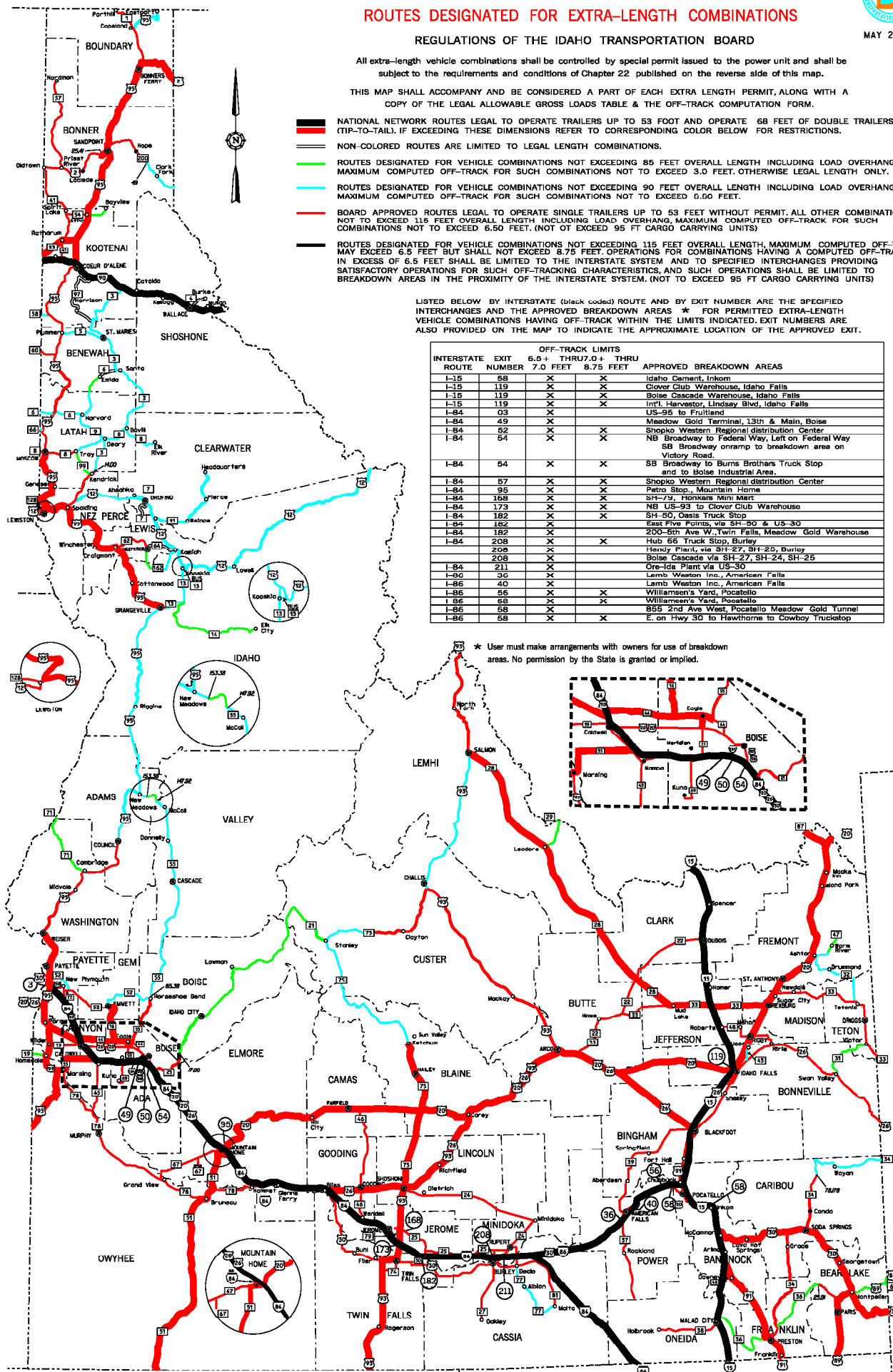
THIS MAP SHALL ACCOMPANY AND BE CONSIDERED A PART OF EACH EXTRA LENGTH PERMIT, ALONG WITH A COPY OF THE LEGAL ALLOWABLE GROSS LOADS TABLE & THE OFF-TRACK COMPUTATION FORM.

- NATIONAL NETWORK ROUTES LEGAL TO OPERATE TRAILERS UP TO 53 FEET AND OPERATE 68 FEET OF DOUBLE TRAILERS (TIP-TO-TAIL). IF EXCEEDING THESE DIMENSIONS REFER TO CORRESPONDING COLOR BELOW FOR RESTRICTIONS.
- NON-COLORED ROUTES ARE LIMITED TO LEGAL LENGTH COMBINATIONS.
- ROUTES DESIGNATED FOR VEHICLE COMBINATIONS NOT EXCEEDING 85 FEET OVERALL LENGTH INCLUDING LOAD OVERHANG, MAXIMUM COMPUTED OFF-TRACK FOR SUCH COMBINATIONS NOT TO EXCEED 3.0 FEET, OTHERWISE LEGAL LENGTH ONLY.
- ROUTES DESIGNATED FOR VEHICLE COMBINATIONS NOT EXCEEDING 90 FEET OVERALL LENGTH INCLUDING LOAD OVERHANG, MAXIMUM COMPUTED OFF-TRACK FOR SUCH COMBINATIONS NOT TO EXCEED 5.50 FEET.
- BOARD APPROVED ROUTES LEGAL TO OPERATE SINGLE TRAILERS UP TO 53 FEET WITHOUT PERMIT. ALL OTHER COMBINATIONS NOT TO EXCEED 31.6 FEET OVERALL LENGTH INCLUDING LOAD OVERHANG, MAXIMUM COMPUTED OFF-TRACK FOR SUCH COMBINATIONS NOT TO EXCEED 6.50 FEET. (NOT OF CARGO CARRYING UNITS)
- ROUTES DESIGNATED FOR VEHICLE COMBINATIONS NOT EXCEEDING 115 FEET OVERALL LENGTH, MAXIMUM COMPUTED OFF-TRACK MAY EXCEED 6.5 FEET BUT SHALL NOT EXCEED 8.75 FEET. OPERATIONS FOR COMBINATIONS HAVING A COMPUTED OFF-TRACK IN EXCESS OF 6.5 FEET SHALL BE LIMITED TO THE INTERSTATE SYSTEM AND TO SPECIFIED INTERCHANGES PROVIDING SATISFACTORY OPERATIONS FOR SUCH OFF-TRACKING CHARACTERISTICS, AND SUCH OPERATIONS SHALL BE LIMITED TO BREAKDOWN AREAS IN THE PROXIMITY OF THE INTERSTATE SYSTEM. (NOT TO EXCEED 95 FT CARGO CARRYING UNITS)

LISTED BELOW BY INTERSTATE (black coded) ROUTE AND BY EXIT NUMBER ARE THE SPECIFIED INTERCHANGES AND THE APPROVED BREAKDOWN AREAS \* FOR PERMITTED EXTRA-LENGTH VEHICLE COMBINATIONS HAVING OFF-TRACK WITHIN THE LIMITS INDICATED. EXIT NUMBERS ARE ALSO PROVIDED ON THE MAP TO INDICATE THE APPROXIMATE LOCATION OF THE APPROVED EXIT.

OFF-TRACK LIMITS				
INTERSTATE ROUTE	EXIT NUMBER	6.5 + THRU 7.0 FEET	THRU 7.0 FEET	8.75 FEET
APPROVED BREAKDOWN AREAS				
I-15	68	X	X	Idaho Cement, Inkom
I-15	119	X	X	Clover Club Warehouse, Idaho Falls
I-15	119	X	X	Boise Cascade Warehouse, Idaho Falls
I-15	119	X	X	Intl. Harvester, Lindsay Blvd, Idaho Falls
I-84	03	X	X	US-95 to Fruitland
I-84	49	X	X	Meadow Gold Terminal, 13th & Main, Boise
I-84	52	X	X	Shoptko Western Regional distribution Center
I-84	54	X	X	NB Broadway to Federal Way, Left on Federal Way
				SB Broadway onramp to breakdown area on Victory Road.
I-84	54	X	X	SB Broadway to Burns Brothers Truck Stop and to Boise Industrial Area.
I-84	57	X	X	Shoptko Western Regional distribution Center
I-84	95	X	X	Petro Stop, Mountain Home
I-84	168	X	X	SH-79, Honkara Mini Mart
I-84	173	X	X	NB US-93 to Clover Club Warehouse
I-84	182	X	X	SH-50, Oasis Truck Stop
I-84	182	X	X	East Five Points, via SH-50 & US-30
I-84	182	X	X	200-5th Ave W, Twin Falls, Meadow Gold Warehouse
I-84	208	X	X	Hub 66 Truck Stop, Burley
I-84	208	X	X	Honey Plant, via SH-27, SH-25, Burley
I-84	208	X	X	Boise Cascade via SH-27, SH-24, SH-25
I-84	211	X	X	Ore-Ida Plant via US-30
I-86	36	X	X	Lamb Weston Inc., American Falls
I-86	40	X	X	Lamb Weston Inc., American Falls
I-86	56	X	X	Williamson's Yard, Pocatello
I-86	56	X	X	Williamson's Yard, Pocatello
I-86	58	X	X	855 2nd Ave West, Pocatello Meadow Gold Tunnel
I-86	58	X	X	E. on Hwy 30 to Hawthorne to Cowboy Truckstop

\* User must make arrangements with owners for use of breakdown areas. No permission by the State is granted or implied.



## 22.3 GENERAL CONDITIONS AND REQUIREMENTS FOR EXTRA-LENGTH

Extra-length vehicle combinations shall be subject to the following conditions, limitations, and requirements:

**Extra-Length Vehicle Combinations.** Vehicle combinations operating with an overall length in excess of the limits imposed in Section 49-1010, Idaho Code, shall consist of not more than four (4) units, shall not exceed one hundred fifteen (115) feet overall and no such vehicle combination shall include more than three (3) cargo units except that a full truck and full trailer may have an overall length in excess of seventy-five (75) feet but not in excess of eighty-five (85) feet including load overhang.

**Power Unit.** The power unit of extra-length combinations shall have adequate power and traction to maintain a minimum of fifteen (15) miles per hour under normal operating conditions on any up-grade over which the combination is operated.

**Connecting Devices.** Fifth wheel, drawbar, and other coupling devices shall be as specified by Federal Motor Carrier Safety Regulations, Part 393, which shall be considered to be a part of this chapter.

**Weather Restrictions.** Extreme caution in the operation of an extra length vehicle shall be exercised when hazardous conditions such as those caused by snow, ice, sleet, fog, mist, rain, dust, or smoke adversely affect visibility or traction. The movement of vehicles by extra-length permit shall be prohibited and otherwise valid permits shall automatically become invalid enroute when travel conditions become hazardous due to ice, snow or frost; when visibility is restricted to less than five hundred (500) feet by fog, dust, smoke, smog, or other atmospheric conditions. Speed shall be reduced when such conditions exist. When conditions become sufficiently dangerous, the company or the operator shall discontinue operations and operations shall not be resumed until the extra length vehicle combination can be safely operated. The state may restrict or prohibit operations during periods when in the state's judgment traffic, weather, or other safety conditions make such operations unsafe or inadvisable.

**Trailer Weight Sequence.** In any extra-length combination, the respective loading of any trailer shall not be substantially greater than the weight of any trailer located ahead of it in the vehicle combination. (Substantially greater shall be defined as more than four thousand [4,000] pounds heavier.

**Insurance Requirements.** Every combination operated under this chapter shall be covered by insurance of not less than five hundred thousand dollars (\$500,000) combined single limit. The permittee or driver of the permitted vehicle combination shall carry in the vehicle evidence of insurance written by an authorized insurer to certify that insurance in this minimum amount is currently in force.

**Operating Restrictions.** Operators of all vehicle combinations governed by this chapter shall comply with the following operating restrictions:

A minimum distance of five hundred (500) feet shall be maintained between combinations of vehicles except when overtaking and passing.

Except when passing another vehicle traveling in the same direction, the combination shall be driven so as to remain at all times on the right hand side of the centerline of a two (2) lane, two (2) way highway, or on the right hand side of a lane stripe or marker of a highway of four (4) or more lanes.

**Tire Limitations.** All axles on extra-length vehicle combinations shall be equipped with four (4) tires except on the steering axle and on axles, which are in tandem axle groups, or other multiple axle groups.

**Routes for Extra-Length Operations.** Shall be designated in four (4) categories:

**a. Blue-coded routes** — Routes for combinations not exceeding ninety (90) feet in overall length including load overhang. An extra-length combination operating on routes designated for ninety (90) foot combinations shall be designed and assembled in a manner whereby its maximum off-tracking will not exceed five point five zero (5.50) feet on a one hundred sixty-five (165) foot radius when computed by the equation developed by Western Highway Institute (WHI) for computation of maximum vehicular off-track.

**b. Red-coded routes** — Routes for combinations of vehicles not exceeding one hundred fifteen (115) feet in overall length including load overhang. An extra-length combination operating on routes designated for one hundred fifteen (115) foot combinations shall be designed and assembled in a manner whereby its maximum off-tracking will not exceed six point five zero (6.50) feet on a one hundred sixty-five (165) foot radius when computed by the WHI equation.

**c. Black-coded routes** — Interstate system routes and specified interchanges providing access to approved breakdown areas located in close proximity to the Interstate system. An extra-length combination operating on routes in this category shall be designed and assembled in such a manner that its off-tracking may exceed six point five zero (6.50) feet but shall not exceed eight point seventy-five (8.75) feet when computed by the WHI equation. Specified interchanges providing access to approved breakdown areas are required to be used by combinations that exceed six point five zero (6.50) feet off-tracking. The specified interchanges will be authorized for either combinations in excess of six point five zero (6.50) feet off-tracking, but not in excess of seven (7) feet off-tracking, or for combinations in excess of seven (7) feet off-tracking but not in excess of eight point seventy-five (8.75) feet off-tracking.

**d. Green-coded routes** — Selected state highway routes for operation of an extra-length combination whereby its maximum off-tracking will not exceed three (3) feet on a one hundred sixty-five (165) foot radius when computed by the WHI equation and its overall length including load overhang does not exceed eighty-five (85) feet. Route approval shall be subject to analysis of pavement condition, bridge capacity, safety considerations, pavement width, curvature, traffic volumes and traffic operations.

## 22.4 OVERLEGAL PERMIT ATTACHMENTS AND REQUIREMENTS

**Permit Attachments.** All vehicles in extra-length operation shall be allowed to travel under the authority of overlegal permits issued to the power unit. A copy of this chapter shall accompany and shall be a part of all annual extra-length permits. An allowable gross loads table shall accompany and be referred to on the face of the permit. Extra-length operations shall be valid only on routes of the state highway system designated for such purposes as set forth on the extra length color coded map of designated routes which shall accompany the permit, and is available at the Overlegal Permit Office, Ports of Entry, and District Offices. Combination extra-length and excess weight permits are also available.

**Permit Requirements and Special Requirements.** Permits issued for operations of extra-length combinations shall be subject to the general requirements listed above, and to the following special conditions.

a. The operator of any extra-length combination which has an internal dimension between points of articulation of thirty (30) feet or more, or of any doubles combination which has an overall length of ninety (90) feet or more, or a combination which is authorized by restrictions of this chapter to operate on selected state highways, shall complete the Off-Track Computation form. The form will provide internal dimensions of the combination and computation of off-track as evidence of compliance with maximum off-track requirements specified for the designated route being traveled. The completed Off-Track Computation form, when required, shall be available for inspection by enforcement officers with the permit for the extra-length vehicle combination. When the Off-Track Computation form is required, the permit shall be invalid until the form is completed and available for inspection.

b. Extra-length permits shall become automatically invalid subject to conditions cited in Chapter 23.

## 22.5 EXCEEDING ALLOWED LENGTH AND/OR OFF-TRACK LIMITATIONS

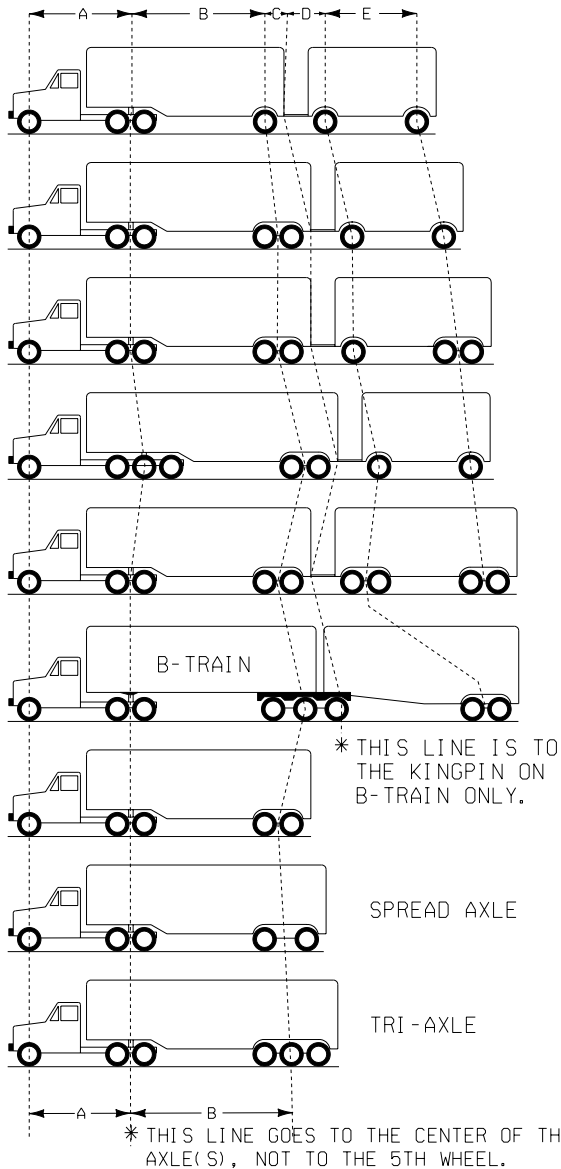
Extra-length vehicle combinations apprehended for exceeding allowed length and/or off-track limitations as set forth in this chapter shall be subject to the following course of action:

The vehicle combination will be escorted by the apprehending officer to the first safe parking location; and

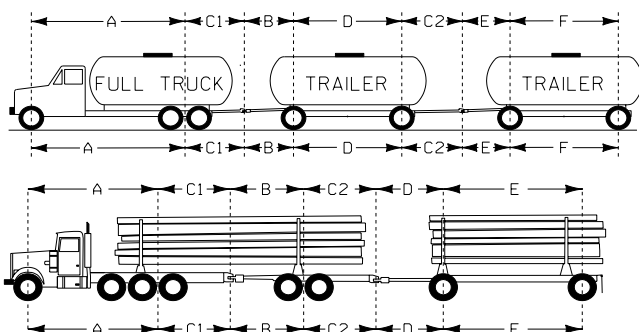
The driver of the extra length vehicle combination will be issued a single trip, one (1) day permit via a specified route to the nearest permitted route. The condition of this permit shall require an advance pilot/escort vehicle to escort the extra-length vehicle combination, and the pilot/escort vehicle shall meet the pilot/escort vehicle requirements as set forth in Chapter 12.

## OFF-TRACK COMPUTATION FORM

THIS FORM SHALL BE COMPLETED FOR ALL VEHICLE CONFIGURATIONS (EXCEPT TRIPLES COMBINATIONS) AND ACCOMPANY THE EXTRA-LENGTH PERMIT, REGARDLESS OF THE ROUTES OF OPERATION. REFER TO SKETCHES BELOW AND ENTER THE APPROPRIATE INTERNAL DIMENSIONS IN THE SPACES PROVIDED. FOLLOW STEPS (1) THROUGH (18) TO COMPUTE MAXIMUM OFF-TRACK BASED ON A VEHICLE COMBINATION WITH ITS STEERING AXLE CENTERED ON A 165 FOOT RADIUS CURVE. THE COMPUTED OFF-TRACK WILL BE THE RADIUS TO THE INSIDE FRONT WHEEL OF THE STEERING AXLE MINUS THE RADIUS TO THE INSIDE OF THE REAR AXLE OF THE COMBINATION.  $R = 165 - 4 = 161$



IF VEHICLE OR VEHICLE COMBINATION HAS A SELF-STEERING VARIABLE LOAD SUSPENSION LIFT AXLE(S) (VLS) DO NOT USE THIS AXLE WHEN MEASURING FOR OFF-TRACK. IF LIFT AXLE IS NOT SELF-STEERING THEN USE THAT AXLE WHEN MEASURING FOR OFF-TRACK. SEE IDAHO CODE 49-1001(III) FOR VLS AXLE REQUIREMENTS.



USE THESE DECIMAL EQUIVALENTS INSTEAD OF

INCHES:	1 IN. = .08 FT.	7 IN. = .58 FT.
	2 IN. = .17 FT.	8 IN. = .67 FT.
	3 IN. = .25 FT.	9 IN. = .75 FT.
	4 IN. = .33 FT.	10 IN. = .83 FT.
	5 IN. = .42 FT.	11 IN. = .92 FT.
	6 IN. = .50 FT.	12 IN. = 1.0 FT.

(1) A = \_\_\_\_\_ FT. (6)  $A^2 =$  \_\_\_\_\_

(2) B = \_\_\_\_\_ FT. (7)  $B^2 =$  \_\_\_\_\_

(3A) C1 = \_\_\_\_\_ FT.

\* (3B) C2 = \_\_\_\_\_ FT.

(4) D = \_\_\_\_\_ FT. (8)  $D^2 =$  \_\_\_\_\_

(5) E = \_\_\_\_\_ FT. (9)  $E^2 =$  \_\_\_\_\_

(10) ADD (6) (7) (8) & (9) = \_\_\_\_\_

(11)  $R^2 = 161^2 =$  25,921.00

(12A)  $C1^2 =$  \_\_\_\_\_

\* (12B)  $C2^2 =$  \_\_\_\_\_

(13) ADD (11) AND (12 A&B) = \_\_\_\_\_

(14) ENTER (10) = \_\_\_\_\_

(15) SUBTRACT (14) FROM (13) = \_\_\_\_\_ \*

(16) R = 161.00

(17) SQUARE ROOT OF (15) = \_\_\_\_\_

(18) OFF-TRACK =  $161 - (17) =$  \_\_\_\_\_

\* IF (15) IS LESS THAN 24,180 OFF-TRACK IS GREATER THAN 5.5, MAXIMUM FOR BLUE ROUTES. IF (15) IS LESS THAN 23,870 OFF-TRACK IS GREATER THAN 6.5 MAXIMUM FOR RED ROUTES. IF (15) IS LESS THAN 23,716 OFF-TRACK IS GREATER THAN 7.0.

**IF ASSISTANCE IS REQUIRED IN THE COMPUTATION OF MAXIMUM OFF-TRACK, MEASURE THE INTERNAL DIMENSIONS AND CALL (208) 334-8420 - INTERSTATE OR (800) 662-7133 - INTRASTATE.**

\* \* ONLY REQUIRED WHEN FIGURING OFF-TRACK FOR 85 FOOT COMBINATION WITH DOUBLE STINGER STEER.



## Extra Length Route Information for Black and White Printed Extra Length Maps



Route	Mile Post		Feature	Route Color
	Begin	End		
SH1	0	11.18	US95 to Canadian Border	Red
US2	0	80.18	WA Border to MT Border	Red
SH3	0	14	US12 to Kendrick	Red
SH3	14	36.31	Kendrick to SH8	Blue
SH3	39	117.68	Bovill to I90	Blue
SH5	0	19.14	US95 to SH3	Blue
SH6	100	104.42	WA Border to US95	Blue
SH6	0	20.28	US95 to County Line	Blue
SH6	20.28	28.29	County Line to Emida	Green
SH7	49.28	53.46	US12 to end of road	Blue
SH8	0	1.91	WA Border to US95	Red
SH8	2.23	53.58	US95 to Elk River	Blue
SH9	0	13.52	SH8 to SH6	Blue
SH11	0	42.54	US12 to end of road	Blue
US12	14.95	174.41	SH3 to MT Border	Blue
SH13	0	26.39	US95 to US12	Blue
SH13B	0.03	0.82	SH13 to US12	Blue
SH14	0	49.15	SH14 to Elk City	Green
SH16	0	13.92	SH44 to SH52	Red
SH19	0	4.82	OR Line to Homedale Main St	Green
SH19	9.07	19.91	US95 to I84	Red
SH19	34.19	34.63	Idaho Ave to US95	Green
US20	0	22.12	OR Border to I84	Red
US20	24.8	49.68	I84 to Boise	Red
US20	4.7	4.84	Myrtle St to Front St	Red
US20	49.59	47.28	Front St to Main St	Red
US20	49.82	52.81	Myrtle to I84	Red
US20	95.3	196.03	I84 to US93	Red
US20	248.55	272	Arco to US26	Red
US20	263.77	306.9	US26 to I15	Red
US20	307.45	406.3	I15 to MT Border	Red
SH21	0	17.14	I84 to Historical Site	Red
SH21	17	130.86	Historical Site to SH75	Green
SH22	24.67	68.6	SH33 to I15	Red
SH24	0.33	3.73	I84 to SH25	Red
SH24	51.06	52.45	SH24 to SH24	Red
SH24	5.12	67.53	SH25 to US93	Red
SH25	0	30.56	I84 to I84	Red
SH25	37.57	51.06	I84 to SH24	Red
SH25	52.45	58.04	SH24 to I84	Red
US26	138.97	165.92	I84 to US93	Red
US26	272	306.104	US26 to I15	Red
US26	334.37	368.52	US20B to top of Granite Hill Grade	Red
US26	368.52	402.5	Top Granite Hill Grade to WY Border	Red
SH27	0	21.8	Oakley to I84B	Red
SH27	24.1	26.56	I84 to SH25	Red
SH28	15.15	135.64	SH33 to Salmon	Red
SH29	0	13.61	SH28 to MT Border	Green
US30	0	0.61	OR Border to US95	Red
US30	21.53	31.17	US95 to I84	Red
US30	172.6	257.53	I84B to SH27	Red
US30	330.82	335.77	I86 to I15B	Red
US30	359.49	455.48	I15B WY Border	Red
SH31	0	21.02	US26 to SH33	Green
SH32	0	28.38	SH33 to SH47	Blue
SH33	0	79.28	US 20/26 to Rexburg	Red
SH33	100	155.08	SH33 to WY Border	Red
SH33	334.2	339.76	Rexburg to 2000 E	Red
SH34	7.62	50.47	US91 to US30	Red
SH34	57.75	78.17	US30 to Henry Cutoff Rd	Blue
SH34	78.17	113.6	Henry Cutoff Rd to WY Border	Red
SH36	100	133.075	I15 to SH34	Green
SH36	0	25.91	SH34 to end turnout	Green
SH36	25.91	33.95	MP 25.91 to US89	Red
SH37	37.48	68.71	County Line to I86	Red
SH38	0	23.43	I15 to Holbrook	Red
SH39	1.72	52.93	Idaho St to US26	Red
SH40	0	2.73	I15 to US91	Red
SH41	0	7.72	Seltice Way to SH53	Red
SH41	7.9	39.05	SH53 to US2	Red
SH42	0	3.86	US26 to US20	Red
SH44	0	21.81	I84 to Glenwood St	Red
SH45	9.74	27.72	SH78 to 12th Ave Nampa	Red
SH46	0	43.05	I84 to US20	Green
SH47	7.72	12.42	1500 N Rd to 4350 E Rd	Red
SH48	0	0.79	I15 to Roberts	Red
SH48	2.7	24.4	Roberts to US26B	Red
SH50	0	8.09	US30 to SH25	Red
SH51	0	91.97	NV Border to I84B	Blue
SH52	0	14.41	OR Border to SH72	Blue
SH52	14.41	30.42	SH72 to SH16	Red
SH52	30.42	54.12	SH16 to SH55	Blue
SH53	0	9.46	WA Border to SH53	Red
SH53	9.66	14.24	SH41 to US95	Red
SH54	0	7.9	SH41 to US95	Red
SH54	7.9	15.51	US95 to Bayview	Green
SH55	0	16.67	US95 to Karcher Rd Nampa	Red
SH55	18.14	19.3	Nampa Blvd & 3rd St to I84	Red
SH55	11.23	16.94	I84 to Eagle	Red
SH55	44.64	65.37	Eagle to Truck Scale	Red
SH55	65.37	147.92	Horshoebend to McCall	Blue
SH55	147.92	153.38	Longview Rd to Raney Rd	Green
SH55	153.38	156.05	Raney Rd McCall to US95	Blue
SH57	0	37.23	US2 to end of road	Red
SH58	0	2.86	WA Border to US95	Blue
SH60	0	5.51	WA Border to US95	Red
SH61	0	0.74	WY Border to US89	Green
SH62	0.02	0.8	US95 to Slaughter House Rd	Red
SH62	1.8	15.41	Fischer Rd to SH162	Blue
SH66	0	0.99	WA Border to US95	Blue
SH67	0	3.12	SH78 to end of new alignment	Red
SH67	3.23	16.3	Middle Line Canal to Grandview Rd	Red
SH67	1.47	8.95	Grandview Rd to SH51	Red
SH69	1.42	9.34	Kuna to I84	Red
SH71	0.06	28.79	OR Border to US95	Green
SH72	0	1.98	US30 to SH52	Red
SH74	0	7.83	US93 to US93	Red
SH75	73.65	130.15	Shoshone to Ketchum	Red
SH75	130.15	202.43	Ketchum to Yanke Fork Rd	Blue
SH75	202.43	244.32	Yanke Fork Rd to US93	Red
SH77	0	30.67	SH81 to I84	Blue
SH78	0	76.04	SH55 to SH51	Red
SH78	82.68	98.64	SH51 to I84B	Red
SH79	0	2.56	I84 to HS25	Red
SH81	0	33.97	SH77 to 33.97	Red
SH87	0	9.14	US20 to MT Border	Red
US89	0	25.98	UT Border to US30	Red
US89	26.28	44.24	US30 to WY Border	Green
US91	0	42.53	UT Border to I15B	Red
US91	77.89	97.05	Yellowstone Ave to I15B IC89	Red
US91	100.7	122.93	N Main St to I15B	Red
US93	0	41.6	NV Border to US30	Red
US93	212.09	217.19	US30 to Addison Ave	Red
US93	45.64	73.65	Addison Ave to SH75	Red
US93	165.95	199.27	Shoshone to US93	Red
US93	82.6	246.59	Arco to US93	Red
US93	244.32	304.67	SH75 to SH28	Blue
US93	304.67	350.81	SH28 to MT Border	Red
US95	0	135.38	OR Border to Council	Red
US95	135.38	239.75	Council to SH13	Blue
US95	239.75	311.92	SH13 to US12	Red
US95	312.5	522.92	US12 to SH1	Red
US95	522.92	538.56	SH1 to Canadian Border	Blue
SH99	0	11.68	SH3 to SH8	Green
SH128	0	2.19	Lewiston to US12	Red
SH162	0	3.76	Nez Perce to Top of Grade	Green
SH200	29.74	48.16	US95 to Spring Creek Rd	Red
SH200	48.16	63.11	Spring Creek Rd to MT Border	Blue



## Off-Track Calculation for 53 ft Trailers



Vehicle Measurements must be no more than these  
A and B measurements to meet the 5.50 ft Off-Track (Blue Route)

Measure A	Measure B	Measure A	Measure B	Measure A	Measure B	Measure A	Measure B
11'	40' 3"	14' 6"	39' 1"	18'	37' 7"	21' 6"	35' 9"
11' 1"	40' 2"	14' 7"	39' 1"	18' 1"	37' 7"	21' 7"	35' 8"
11' 2"	40' 2"	14' 8"	39'	18' 2"	37' 6"	21' 8"	35' 8"
11' 3"	40' 2"	14' 9"	39'	18' 3"	37' 6"	21' 9"	35' 7"
11' 4"	40' 2"	14' 10"	39'	18' 4"	37' 6"	21' 10"	35' 6"
11' 5"	40' 1"	14' 11"	38' 11"	18' 5"	37' 5"	21' 11"	35' 6"
11' 6"	40' 1"	15'	38' 11"	18' 6"	37' 4"	22'	35' 5"
11' 7"	40' 1"	15' 1"	38' 11"	18' 7"	37' 4"	22' 1"	35' 5"
11' 8"	40'	15' 2"	38' 10"	18' 8"	37' 4"	22' 2"	35' 4"
11' 9"	40'	15' 3"	38' 10"	18' 9"	37' 3"	22' 3"	35' 3"
11' 10"	40'	15' 4"	38' 9"	18' 10"	37' 3"	22' 4"	35' 3"
11' 11"	40'	15' 5"	38' 9"	18' 11"	37' 2"	22' 5"	35' 2"
12'	39' 11"	15' 6"	38' 9"	19'	37' 1"	22' 6"	35' 1"
12' 1"	39' 11"	15' 7"	38' 8"	19' 1"	37' 1"	22' 7"	35' 1"
12' 2"	39' 11"	15' 8"	38' 8"	19' 2"	37'	22' 8"	35'
12' 3"	39' 10"	15' 9"	38' 7"	19' 3"	37'	22' 9"	34' 11"
12' 4"	39' 10"	15' 10"	38' 7"	19' 4"	36' 11"	22' 10"	34' 11"
12' 5"	39' 10"	15' 11"	38' 7"	19' 5"	36' 11"	22' 11"	34' 10"
12' 6"	39' 9"	16'	38' 6"	19' 6"	36' 10"	23'	34' 10"
12' 7"	39' 9"	16' 1"	38' 6"	19' 7"	36' 10"	23' 1"	34' 9"
12' 8"	39' 9"	16' 2"	38' 5"	19' 8"	36' 9"	23' 2"	34' 8"
12' 9"	39' 8"	16' 3"	38' 5"	19' 9"	36' 9"	23' 3"	34' 7"
12' 10"	39' 8"	16' 4"	38' 4"	19' 10"	36' 8"	23' 4"	34' 7"
12' 11"	39' 8"	16' 5"	38' 4"	19' 11"	36' 8"	23' 5"	34' 6"
13'	39' 7"	16' 6"	38' 4"	20'	36' 7"	23' 6"	34' 5"
13' 1"	39' 7"	16' 7"	38' 3"	20' 1"	36' 7"	23' 7"	34' 5"
13' 2"	39' 7"	16' 8"	38' 3"	20' 2"	36' 6"	23' 8"	34' 4"
13' 3"	39' 7"	16' 9"	38' 2"	20' 3"	36' 5"	23' 9"	34' 3"
13' 4"	39' 6"	16' 10"	38' 2"	20' 4"	36' 5"	23' 10"	34' 3"
13' 5"	39' 6"	16' 11"	38' 1"	20' 5"	36' 4"	23' 11"	34' 2"
13' 6"	39' 5"	17'	38' 1"	20' 6"	36' 4"	24'	34' 1"
13' 7"	39' 5"	17' 1"	38' 1"	20' 7"	36' 3"	24' 1"	34' 1"
13' 8"	39' 5"	17' 2"	38'	20' 8"	36' 3"	24' 2"	34'
13' 9"	39' 4"	17' 3"	38'	20' 9"	36' 2"	24' 3"	33' 11"
13' 10"	39' 4"	17' 4"	37' 11"	20' 10"	36' 2"	24' 4"	33' 10"
13' 11"	39' 4"	17' 5"	37' 11"	20' 11"	36' 1"	24' 5"	33' 10"
14'	39' 3"	17' 6"	37' 10"	21'	36'	24' 6"	33' 9"
14' 1"	39' 3"	17' 7"	37' 10"	21' 1"	36'	24' 7"	33' 8"
14' 2"	39' 3"	17' 8"	37' 9"	21' 2"	35' 11"	24' 8"	33' 8"
14' 3"	39' 2"	17' 9"	37' 9"	21' 3"	35' 11"	24' 9"	33' 7"
14' 4"	39' 2"	17' 10"	37' 8"	21' 4"	35' 10"	24' 10"	33' 6"
14' 5"	39' 2"	17' 11"	37' 8"	21' 5"	35' 9"	24' 11"	33' 5"